

## PATENT CLAIMS

1. Combustion engine device for lowering the pressure of the air that builds up in the crankcase when the engine is running, and for separating undesired particles from said air, the device being:  
5 characterised by a filter unit with its inlet connected to the crankcase, said filter unit delivering clean air at its outlet, this air being, preferentially, led to the engine's inlet manifold, and the separated particles being led back into the crankcase.  
10
2. Device as per patent claim 1,  
characterised by said filter unit being so arranged that, from said undesired particles, it separates solid particles that, preferentially, are collected separately.  
15
3. Device as per patent claim 2,  
characterised by the filter unit having the form of a container with a top face and a bottom face, the top face being connected to the crankcase and having an outlet for cleaned air, the bottom face having an outlet for the particles  
20 separated from the contaminated air.
4. Device as per patent claim 3,  
characterised by the container having a fixed position in relation to the internal combustion engine.  
25
5. Device as per patent claim 4,  
characterised by the container having a predetermined angle in relation to the internal combustion engine.
- 30 6. Device as per one or more of the preceding patent claims,  
characterised by the container having, between its faces, one or more walls/cylinders of a fibrous nature, the contaminated air having to pass through these walls/cylinders.

7. Device as per patent claim 6,  
characterised by each wall/cylinder being comprised of fibre mats, in which the  
fibres have a diameter in the range 1 – 40  $\mu\text{m}$ .

- 5 8. Device as per patent claim 7,  
characterised by the possibility of the fibres being either needled or thermally  
bonded to each other.

10

15

20

25

30